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NEWS OF THE FAR EAST
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Hongkong, 23rd March, 1906. [704]

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Hongkong, 20th September 1905. [673]

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[a1560-4]
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Hongkong, 24th July, 1905. [a266]

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[a520]

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Hongkong, 18th July, 1905. 769

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130

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All letters for publication should be written on
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DEATH.

On April 20th, 1906, at Whampoa, DOROTHY
MANUEWATZ, the beloved daughter of V. J. and
LOUISA E. McLOUGHLIN, aged 8 years and 6
months.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 23RD, 1906.

Those who have an intimate knowledge of
South Africa, based more particularly on
experience with the native races, have
always predicted that the struggle with
the Boers would be followed by a big
uprising of the coloured people. This pro-
nunciation is now being fulfilled. Recent
telegrams from Natal show that the present
insurrection with which the Government
of that Colony has to deal is not the action
of a few irresponsibles, not one of those
temporary expressions of dissatisfaction to
be followed by the usual punitive expedition,
but a carefully considered plan of campaign
which only required some act of apparent
aggression on the part of the dominant race
to develop into open hostility. This is not
an alarmist view of the situation. It is
based on fact. Thousands of natives have
risen in revolt, and that two of the more
important tribal rulers have refused to
assist in bringing the recalcitrants under
subjection is significant. It shows that the
various tribes are in sympathy with those
who have raised the standard of rebellion,
and therein lies the danger. Dread of the
power of Britain may be overcome by a few
initial and trifling successes, and sympathy
may be exchanged for active and vigorous
co-operation, resulting in a movement which
will call for greater repressive measures
than are at present anticipated. In our
exclusive telegram of Saturday it was
announced that it was thought probable
that at least seven thousand troops would
be required to quell the outbreak, but those

who have a knowledge of the actual state of
affairs declare that a much greater force
will be required to subdue the natives.

When we come to study the situation we
find that the uprising is not merely the
outcome of aversion to the hut tax, always
regarded as a vexatious impost. Its causes
are more deeply seated. Some are political,
some are economic, and some are what we
might call military. Politically, certain
events have occurred, notably the Boer War,
as a result of which the ruling race has lost
prestige. Economically, the introduction
of Chinese coolies affected the labour market
so that the Kafirs were not in a position
to pay their usual contributions to their
chiefs, and not unnaturally the falling off
was not to the liking of those who suffered
by it. Added to that, is the animus shown
by the blacks against the yellow men.
From the military point of view there
was the arming of natives during the Boer
War. Undoubtedly the aboriginals rendered
useful service as scouts, but the conse-
quences of the step dictated by military
policy during the period of warfare referred
to has been more far reaching than was
anticipated at the time. Of course they
ought to have been disarmed at the cessation
of hostilities, but though asked to give up
their arms they refused, and the impolicy of
not adopting strong measures then is to
some extent responsible for the present out-
break. These people, dissatisfied with the
hut tax, aggrieved because they have been
supplanted in the labour market, and
inflamed with an overweening conceit of
their own power based on the possession of
rifles and a knowledge of their skill with
such modern weapons, have at last appar-
ently decided that the time has come to
drive the white men out of Natal; and the
affair which was inaugurated by an insolent
display of contempt for magisterial authori-
ty is likely to develop into quite a
respectable war. Of course the natives will
find out their mistakes by and by. They
will learn that the hut tax or poll tax is a
harmless and by no means unjust equivalent
of rent for ground occupied or used. They
will learn that the labour market is regu-
lated by the law of supply and demand and
not by their predilections. They will learn,
too, that their vaunted bravery and determi-
nation avail them little against the "red
necks," who will come again and again with
guns that bite. And the lessons will be
wholesome, but they will cost something to
inculcate. Yet the Natal outbreak is not
without its agreeable aspect. The fact that
the Boers are making common cause with
the British will be re-assuring to those who
have the welfare of South Africa at heart,
and if it achieved nothing else this demon-
stration of unity among the two peoples
will help to restore that prestige which they
lost during the late war, and prove to the
natives how groundless were their hopes of
driving the white men out of Natal and how
utterly futile all their efforts in that direction
are bound to be, even with the aid of
modern weapons. It may take some time
to convince them of their mistake, especially
as they are not lacking in courage, but with
a strong body of local volunteers aided
perhaps by Imperial troops, for which
purpose Indian soldiers could usefully be
employed, peace should be restored in Natal
and the Colonies in South Africa may, after
economic differences are settled, resume
once more the path of progress.

At noon on Saturday, 188 plague cases had
been recorded, the last daily quota being seven.
The English and French Mail of the 24th
and 25th March was delivered in London on the
20th and 19th inst.

The scheme for appointing officers to the lower
clerical posts in grades 5 and 6 of the Hongkong
Civil Service is published in the current *Gazette*.
A collision is reported to have occurred in
the harbour on Saturday between the Green
Island Cement Co.'s launch *Emerald* and a
Chinese launch.

His Majesty the King has been advised
to exercise his power of disallowance with
respect to Ordinance No 2 of 1905—an Ordinance
to amend the Vagrancy Ordinance, 1897.

The bowling match arranged for Saturday
afternoon between the Kowloon and the Civil
Service Clubs had to be abandoned owing to the
rain. Weather permitting, however, it will be
played next Saturday afternoon.

According to a cable received at Manila the
Yaami Hotel at Kyoto, Japan, was totally de-
stroyed by a conflagration at midnight of April
17. No lives were lost, although the hotel was
full of foreign guests.

A few days prior to April 18th a raid was
made upon American consular at Malolos, Philip-
pines. About sixty ladrones, armed with
native swords, entered the quarters and
secured some guns and six hundred rounds of
ammunition. Three guards were killed, and
nearly all the rest had wounds to show.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE SAN FRANCISCO
CATASTROPHY.

LONDON, April 22nd.
The fires in San Francisco have been
checked. It is expected to save one
quarter of the city. The flames
approached the ferry.

Non-American aid has been de-
clined.
The estimated loss is sixty million
pounds. The loss to British insurers
is ten millions sterling.

THE RISING IN NATAL.

LONDON, April 22nd.
Natal refuses Imperial aid and
resents interference.

ENGLISH CUP FINAL.

LONDON, April 22nd.
The final for the English Cup was
played on Saturday and resulted:
Everton, 1 goal; Newcastle United, nil.

THE FRENCH MINING
DISASTER.

LONDON, April 22nd.
Anarchy prevails in the French
mining districts, and fierce fighting
has taken place.

BRITISH ARMY IN EGYPT.

LONDON, April 22nd.
It has been decided to increase the
British Army in Egypt.

DEATH OF GENERAL MORTON.

LONDON, April 22nd.
Lieutenant General Sir Gerald
Morton is dead.

[The deceased officer was born at Calcutta in
1845, and was educated at Eton and Sandhurst.
He joined the 6th Royal Regiment in 1863
and was rapidly promoted. He was brigade
major in the Afghan campaigns, and held
several important commands in India. He was
created K.C.I.E. in 1899, C.B. 1893, C.V.O.
1903, and has acted as Major General on Staff
to command troops 7th Division and Dublin
District since 1902.]

The first trip of the train de luxe over the
entire distance from Peking to Hankow was
covered in thirty-six hours and exactly up to
the time-table schedule.

The French are taking up the fad of vocal
music as a cure for phthisis. Singing, by tend-
ing to bring all the lungs into use, is supposed
to make pulmonary infection unlikely.

The April number of the *Victoria Recreation
Club Magazine* is chiefly remarkable for a pro-
mising contribution bearing the somewhat
ambiguous heading, "Hongkong the Hilarious."
We have no doubt that further installments will
reveal the aspect provocative of hilarity.

What promises to be another treat for play-
goers is the performance of "magic, mirth and
mystery" which Mr. Thurston, "Napoleon of
the World's Magicians," will open at the City
Hall on May 5th. All the items on the pro-
gramme are said to be new, bright, fresh
and up-to-date and judging by the critiques of
the world's Press Mr. Thurston's feats will be
well worth seeing on his arrival here.

The following appointments have been made
by H.E. the Governor, acting under instructions
from the Secretary of State for the Colonies:—
Mr. T. K. Dealy to be second master in Queen's
College in place of Mr. A. J. May, retired; Mr.
R. E. O. Bird to be a senior assistant master in
Queen's College, and Mr. G. W. Eves to be
Chief Resident Engineer in charge of the
British section of the Kowloon-Canton railway.

A fire occurred in a bakehouse at 65 and
67, Wanchai Road on Saturday night. Some
brickwork on the floor of the drying room
over the furnace broke, and the flames getting
through ignited some baskets of biscuits. The
brigade turned out, but their services were
not required, the Wanchai section quelling the
outbreak. About \$400 worth of goods were
damaged, and there was no insurance.

The *Hankow Daily News* says:—One other
member of the Consular service has been
suggested for the post of Minister, Mr. Everard
D. H. Fraser, Consul-General at Hankow. "Mr.
Fraser has been twenty-six years in the service,
and was stationed at many ports, but wherever
he has been, he has earned golden opinions from
foreigners and from the Chinese. His field of
operations has been practically the whole Em-
pire; he has been as far south as Canton, as far
west as Chungking, and as far east as Chemulpo.
There is no question about his knowledge of
the Chinese, their mental processes, and
their language; while personally he is almost
as popular as Sir Pelham Warren.

TELEGRAMS.

[REUTERS' SERVICE.]

THE NATAL TROUBLE IN NATAL.

LONDON, April 20th.
The Natal Government has resolved to
form several powerful columns of irregular
troops, and to avoid the offensive until an
adequate force is ready: the rebels are not
likely to emerge from their fastnesses, there
is therefore no immediate danger, but the
situation is undoubtedly serious.

EARTHQUAKE IN SAN FRANCISCO.

LONDON, April 20th.
General Funston, commanding in San
Francisco, reported on Wednesday evening
1,000 dead and 100,000 homeless; he was
urgently in need of rations. The latest
accounts say that the dense smoke from the
conflagration which overspreads the city is
visible for miles at sea, and it looks as if
the whole city was doomed to the flames.
Many famous buildings, hotels, and theatres
have collapsed and been burned: Chinatown
and the Japanese quarter are destroyed; the
California towns Santa Cruz, Monterey
(Monterey?), Gilroy and Hollister, have
been wrecked and many people killed: two
hundred have been killed at Santa Rosa and
ten thousand are homeless. The shipping at
San Francisco is not damaged; the Leland
Stanford University is severely damaged.
A moderate estimate of the loss incurred is
\$100,000,000.

General Funston further reports from
San Francisco that the city is practically
destroyed: the conflagrations are beyond
control: there are now 200,000 people home-
less, and food is most scarce, the provision
stores being all destroyed, the Government
is sending immense supplies, and the cities
are vying with each other in affording relief.
The Senate has voted \$500,000, the
mortality is practically confined to tenement
buildings: Englishmen and foreigners in
the big hotels are doubtless safe.

[AMERICAN CONSULAR SERVICE.]

The following telegram was kindly com-
municated to us by the American Consul:—
April 21st

To-day's despatches from the neigh-
bourhood of San Francisco set (city?) confirm
worst fears of yesterday, excepting loss of
life, which the chief of police states will not
exceed three hundred. Since midnight fire
has started afresh and is burning fiercely.
It is believed that the entire city must go,
residential as well as business section.

(Signed.) Bacon.
(Assistant Secretary of State.)
(Manila Cablenews Service.)

San Francisco, April 18th.
The worst earthquake in the history of Cali-
fornia struck this city Wednesday morning,
and has done immense damage to scores of tall
buildings, many of which are total ruins. No
estimate can yet be made as to the loss of life or
the number of wounded, as the streets are in an
indescribable condition.

The shock lasted for about a minute, and was
followed by a general crash in the downtown
district as the buildings swayed and tottered.
Fire broke out almost at once at several places
in the ruins and scores of buildings burned.
The fire alarm system is disabled, the water
supply ruined by the dislocation of the mains
from the earthquake, and the city appears to be
at the mercy of the flames. Many of the streets
are impassable for the fire engines, were the
water service working. All wires out of the
city are down, and dozens of poles lie in the
streets.

Y. M. C. A. CONCERT.

To augment the fund now accumulating for
the purpose of stocking the Y. M. C. A.'s
library with books, a concert was given in the
City Hall on Saturday night, which afforded
great pleasure to a considerable assembly. The
patronage of the five official ladies of society
had been secured, and Mr. Donnan Fuller had
arranged an unbroken programme. The
Robinson Piano Co. Ltd. supplied a "baby
grand piano by Haake, for the use of Mr.
Percy Brown, the official accompanist, but Mr.
Fuller also performed upon it frequently. The
auditors were in a very appreciative mood, and
insisted upon several repetitions. Mrs. Francis
Clark, Mrs. Perkins, Mr. G. H. Edwards,
Mr. E. S. Carruthers, and Mr. C. A.
Brown opened with a plantation song,
and were afterwards encored for a catch or glees
humorously rendered. Mrs. David Wood
and Mr. E. S. Carruthers sang part of "Oh,
that we two were Maying," and later Mr.
Carruthers (whose personality and fine voice
permeated the whole concert) sang "Ask nothing
more." Another pronounced feature was the
reciting by Miss Blair, of "Bergiot" (with
musical embellishments which Mr. Fuller
played from Grieg) and two shorter pieces of a
humorous character, the third being given in
reply to a unanimous call. Mrs. Kew sang
"When violets their fragrance spill," and
in response to a decidedly enthusiastic
cry for more, sang "The chain of roses." Mr.
Gonzales played a viola obligato to the first,
with much feeling and discretion. The Lyric
Orchestra, of about a dozen young men,
playing mandolins, guitars, etc., played
extra pieces, by *on amore* desire. Mr. A. S.
Telford, Mr. Gonzales, and Mr. Donnan
Fuller, clarinet, viola, and piano, played a trio
from Schumann; after which two duets were
sung by Miss Shelton Hooper and Mrs.
Perkins. A Chinese Love Song, to Rubens
music arranged by Mr. Fuller, seemed to be
more popular than Chaminade's "Twin Stars,"
and it was obligingly repeated. As the audience
dispersed about half-past ten, remarks like
"very good indeed," "quite a success," and so
on, proved how much satisfaction the efforts of
the contributors had given.

SUPREME COURT.

IN BANKRUPTCY JURISDICTION.

Saturday, 21st April.

APPLICATION FOR RELEASE OF CHINESE
MERCHANTS.

Mr. E. H. Sharp, K.C., Mr. H. E. Pollock,
K.C., and Dr. Ho Kai appeared in support of a
writ of *habeas corpus* on behalf of the seven
Chinese merchants, witnesses in the trial of an
issue to determine whether Wong Ka-cheung
was a partner in the Lai Hing Bank which
had become bankrupt.

Mr. Sharp, in opening, directed his Lordship's
attention to the motion that his Lordship's
order dated 10th April, 1906, be dissolved, dis-
charge the commitment and release the bail.

His Lordship observed that his motion was
for *habeas corpus*.

Mr. Sharp thought it would be more con-
venient to take the short application first.

His Lordship said he granted the writ of
habeas corpus yesterday only for the convenience
of parties.

Mr. Sharp added that both would be taken
that morning.

His Lordship remarked that he had very
great doubt as to whether *habeas corpus* was the
proper procedure.

Mr. Sharp said it would be unnecessary to
consider that if his Lordship granted the
application. The point had been raised in two
ways. If his Lordship would grant that
motion it would be unnecessary to consider
habeas corpus.

The question whether *habeas corpus* was the
proper remedy was argued at length.

Mr. Pollock followed Mr. Sharp and quoted
authorities, after which his Lordship intimated
that he would give his decision on that point on
Monday (to-day).

Mr. Sharp then moved that the Chief
Justice's order made on April 10, whereby Chan
Hing-kiu, Chan Yam, Tsang Hung, Wong
Sai-ho, Lau Sing-kiu, Chu Kai-on and Ng
In-tang were sentenced to three months' im-
prisonment, be dissolved and that they be
discharged on the ground that they were not
informed by the Chief Justice what statements
made by them respectively constituted the
alleged perjury, and on the ground that before
sentence was passed upon them an opportunity
was not given to them of being heard in their
own behalf, or of showing cause why they should
not be so committed.

His Lordship pointed out the summons had
been taken out in chambers, which practically
covered that ground. And then there was the
material point that the order only referred to
seven, whereas the commitment was of eight
men, one man having disappeared before the
warrant was issued.

Mr. Sharp, having read the motion, quoted the
section of the Ordinance dealing with perjury,
and said he would ask that the important phrase
therein "it appears to the court" meant
it judicially appeared to the court under the
observance of the essential principles on which
judicial enquiries must be conducted. He then
read from the official report of his Lordship's
commitment and submitted that that commit-
ment was bad upon the grounds stated in the
notice of motion. The two essential grounds
were, (1) that the prisoners were not informed by
the Chief Justice of the statements made by
them respectively of the alleged perjury; (2)
an opportunity was not given to the prisoners
of being heard on their own behalf. He sub-
mitted that it was a fundamental and in-
variable principle of law that no person could
be punished until he had been given an
opportunity of being heard in his own
defence, and a very material part of this
right was the right to call evidence if it
should be necessary. He quoted authorities
in support of his contention.

His Lordship said that in this case the
witnesses were almost parties. The Official
Receiver was suing for creditors.

Mr. Sharp said those people were not present
when the evidence was given, as they would have
seen had they been parties. They came there
on the last night to hear the judgment.

His Lordship—I believe they were here every
day.

Mr. Sharp—Some of them might, but not all
of them.

His Lordship—A good many.

Mr. Sharp, continuing, said those witnesses
or prisoners might have shown—although it
was not part of his Lordship's duty to consider
what defences they might have shown, and he
himself should certainly not consider the
point—that the statements they had made
were true. He had no doubt in
fact they would have called further evidence
to prove their statements. He was not going
to consider what defences they might have
raised if they had been given the oppor-
tunity. The point was that by the funda-
mental principle of law they must be
given that opportunity. He then cited a case
in which five judges unanimously concurred
in these findings, and went further and said that
they had a right to call witnesses.

His Lordship—Then that would make it
impossible to try the case again, which would
occupy another two or three days, keeping the
jury impounded and witnesses in attendance.

Mr. Sharp—But surely your Lordship could
conclude the first case—in fact, you had con-
cluded the case and had given your decision,
and the jury had done all that was required of
them and they had no concern with the alleged
perjury and only awaited their discharge. Mr.
Sharp went on to quote several cases from the
Privy Council and submitted that this Court
could not over-ride decisions of that Council.

His Lordship—But surely my summing up
indicated in what the perjury consisted when I
mentioned their statements about Wong Ka-
cheung's being present at and addressing the
meeting of creditors?

Mr. Sharp—But only one or two of the men
speak English, even if one or two more under-
stand it, and they could not follow your Lord-
ship's summing up. And even if they could
that would not fill the requirement of the law,
which requires that the men be informed and
given an opportunity to be heard in their own
defence. As a matter of fact, only two or three
of the men said they were present at the meet-
ing, but your Lordship committed them all.
The commitment was again bad, for the law
required that the warrant be signed by the
judge committing, whereas this warrant was
not signed by your Lordship, but by the Re-
gistrar. That certainly is a technical point,
but taking all the reasons given your Lordship
I must ask you to make an order for the release
of these men from goal.

Mr. Pollock, continuing the argument after
tiffin, submitted that it was necessary when a
conviction under the summary powers of the
Court was made and sentence passed it should
be on a definite charge, because although there
was no appeal under criminal laws everybody
had a right to petition to the Governor or
Governor in Council with reference to the con-
viction. As the arrest and imprisonment of the
seven men had been illegal and unjust, he must
ask his Lordship to order their immediate
release.

His Lordship: Well, I would like to give a
decision now, but I must consider the points
further and will give my decision on Monday.
The Court then adjourned.

POLICE COURT.

Saturday, April 21st.

BEFORE MR. F. A. HAZELAND (First
Police Magistrate).

THE MORPHINE CASE.

In connection with the eleven cases of morphia
of morphia, which, on the application of the
Opium Farmer, and as there was no claimant
for the goods, his Worship ordered should be
confiscated, Mr. H. S. C. Bailey (of Messrs.
Johnson, Stokes and Master) appeared on
behalf of Messrs. McEwan, Fricke and Co., to
claim four cases.

His Worship—Is this the morphia that
was ordered to be forfeited yesterday?

Mr. Hoggarth—Yes, your Worship.

His Worship—And the Opium Farmer has
taken possession?

Mr. Hoggarth—Yes.

His Worship—Well, tell him not to dispose
of four cases, as there are claimants. (To Mr.
Bailey)—I will hear you on Wednesday morning.

ANOTHER SEIZURE OF MORPHINE.

Mr. G. Hoggarth, Chief Excise Officer, applied
for permission to post notices in the godowns
and at the Police Court notifying the public
that 18 cases of morphia valued at over
\$20,000 had been seized in No. 15 godown of the
Kowloon godowns, and calling for claimants.

His Worship granted the application.

CANTON.

[FROM OUR CORRESPONDENT.]

THE RAILWAY ENQUIRY.

It is reported that Tsoai Yuen Shi-fan, who
was sent here to investigate the railway trouble
between the Viceroy and the gentry and mer-
chants, has decided to leave here to-day. He
will proceed directly to see Viceroy Chow Fu,
to whom he will hand a report of the result of
his investigations, after which he will proceed
to take up his new post at Shan-Tai.

CHINESE WARNED TO AVOID PANAMA.

The Chamber of Commerce here has received
a letter from abroad advising the Board not to
encourage emigration to Panama, where coolies
are wanted for the canal works. The letter
states that the climate is very bad and the heat
excessive, and that Chinese labourers would not
be able to withstand the conditions of living in
that country and would soon fall ill and die.

RECKLESS CASH COINAGE.

Millions of one cash coins have been coined at
the Mint here. A few days ago these coins
were sent to the Sir-Han-Kuk. This Board
wishes to give to these coins the value of eight
mae per thousand in order to cover the loss
incurred through the depreciation of the ten
cash coins which are not in demand at present,
and whose value drops every day.

STORMS AND DAMAGE.

Houses have collapsed, and lives been lost,
during the recent bad weather.

FIFTY PLAQUE CASES A DAY.

Plague is as ripe as ever, and with the kind of
weather prevailing is likely to increase. The
coffin shops are all very busy, as the epidemic is
said to claim about fifty to sixty victims daily.
In some of the affected streets almost every
home was visited by this terrible scourge.

CHINESE TRADE ORGAN.

The Chamber of Commerce here has received
a despatch from the Peking Board of Com-
merce advising them that the Government is
about to publish a commercial paper and requests
the support of the Chamber. Copies of the
conditions and regulations were also received.

RICE PROSPECTS BAD.

Every year, somewhere between the fourth and
fifth Moons, Fatsan is more or less flooded.
The heavy rains that have fallen recently have
caused the floods to appear earlier, and the creek
has risen to such an extent that there are
several feet of water in the streets neighbouring
the creek. The rice fields are mostly under
water and causing serious inconvenience to the
farmers, who are unable to transplant the young
rice shoots. It is feared that the first crop
will be a failure this year.

Chinese activity in Manchuria is increasing
as the Japanese troops withdraw, and the
attempts of the Chinese mandarins to assert
their former authority is causing many com-
plaints from Japanese and American merchants
who have established themselves in business.

HONGKONG JOTTINGS.

When I hazarded the guess last week that a certain Governmental department might economize by using envelopes over and over again if the necessary forethought were exercised to request that each be returned, I was much nearer the truth than I imagined. I have learned that communications in other departments must not be enclosed in envelopes unless the communication is confidential, and then the cover should bear the notice asking that it be returned to the office from which it was issued. Moreover, it has come to my knowledge that a whole sheet of notepaper must not be used where a half would be sufficient, and should an envelope be received which would not be available for future service, it should be cut into four and used for writing necessary chits. Carrying the same principle still further, necessary permits which have to be issued by officials are printed on paper, the reverse side of which has done duty in some other form.

Here is economy if you like. It ought to delight the hearts of our careful, canny Scotch bodies, who would not use a match if paper were available, and who are led to express surprise and alarm when they "hang a saxeence." No one will find fault with the authorities for being careful and taking pains to prevent waste even in such small matters, but their action is open to the criticism that more thought is devoted to the spending of a few cents than to the expenditure of thousands of dollars. Still, it is pleasant to note that extravagance does not characterize all official proceedings, and we may not hope in vain to see that the community benefits by this exercise of economy.

That the Chinaman does not lavish a great amount of affection on his daughters is proverbial, but it is not often that this lack of sentiment is so apparent as in the case of the Cantonese guide about whom the following story is told. He had escorted a party of Easter visitors to one of the pagodas, where the party sat down to enjoy a rest and a sandwich. "Are you married?" "Yes." "Any children?" "One daughter. But she no like my food." "What do you mean?" "She die." At this he smiled, a proceeding which seemed so unnatural that one of the gentlemen remarked, "Very funny, isn't it?" The guide, who knew English well, failed to appreciate the sarcasm, for he grinned still more and added "Muskee daughter: more better son."

In the countries which comprise the United Kingdom a common topographical feature is the frequency with which some fabulous or historical leap is commemorated. For instance, there comes to mind such names as the Devil's Leap, the Soldier's Leap, the Smuggler's Leap, but of course there are many more which readers will doubtless recall. Hongkong is not rich in this kind of nomenclature, though it may be that a certain spot in Queen's Road East will achieve some degree of notoriety by what may be described as the gambler's leap. During a police raid on a house where gambling was going on one of the panic-stricken natives jumped from the third floor kitchen into the air shaft or back yard, a distance of 50 feet, or 40 feet to be precise. Of course the result was fatal in his case, but another could, apparently for no other reason than that he had seen another man do it, also leaped from the window. His experience was different, for he was able to enter the Police Station and say he had jumped out of the window. He had only a sprained foot to show as the result of his daring but stupid deed. Truly a marvellous escape!

In these days when football has attained such popularity that "gates" are counted by tens of thousands and a final at the Happy Valley brings out hundreds of spectators, it will provoke a smile to read that among the acts of the Scottish Parliament which the Lord Advocate now puts forward for repeal as obsolete or unnecessary is one dated 1474 and bearing the quaint title "Of Playing at the Fut Ball." Apparently it was framed to prevent the youth of the country spending the time at football which should be employed in archery practice, in which, alas, they were woefully deficient compared with their rivals south of the Border. Even to-day there are those who think that there is too much homage paid to the god of exercise and that more serious attention to business would make less probable those frequent outbursts about the success of foreign competition, but those who deify the value of sport would hardly wish to see such an Act enforced as to prohibit football or other manly exercises.

This reminds me that the football season in Hongkong has been brought to a close by the splendid victory which the team from H.M.S. *Diadem* achieved over the Hongkong Club on Saturday afternoon. It was a brilliant scene at the close, when the cosmopolitan population, with its variety of colour and picturesque dress, acclaimed the winners, and the Commodore presented the Shield to the winning team. After all, it was only the expected that happened. It has been realised during the season that the sailors showed better form and played better football than the landmen, and their success has been thoroughly deserved.

I felt somewhat aggrieved on Saturday night when some Americans jeered at our Fire Brigade. They made fun of the engine tearing along the principal thoroughfare at the rate of three miles an hour, and one of them became so excited that he rushed into the middle of the road and tried to persuade a stolid Indian policeman to remove himself from the danger zone. Then they laughed when they saw the helmeted men return in riotous. It seemed like a parody to them that one was heard to declare that they couldn't beat that "Noo York." Admittedly the absence of

horses dashing through the streets with the engine on which men are seated furiously blowing whistles robs a turnout of the Fire Brigade of that picturesque which it possesses at home, but it has to be remembered that the conditions here are not the same and the Brigade is a useful institution and not an ornament.

BANYAN.

FOOTBALL CHALLENGE SHIELD FINAL.

WON BY H.M.S. "DIADEM."

The expected happened in the final for the Challenge Shield which was played on the Hongkong Football Club's ground at Happy Valley on Saturday. The sailors beat the Hongkong Football Club by two goals. Unfortunately, a heavy shower of rain fell before the match began, making the soft ground softer and more slippery, but this did not daunt the spectators, the number present being larger than at any match this season. H.E. the Governor watched the play from the matchless, which was filled. From a spectator's point of view the game was not an exciting one, being too much one-sided; but the Club made a good stand against their more skilful opponents.

Teams: H.K.F.C.—C. C. Hickling, E. Humphreys, G. E. Morrell, H. C. Gray, J. Mitchell, F. C. Hall, W. H. Williams, R. Miller, W. E. Leckie, R. Whitmore and J. Mead. H.M.S. *Diadem*—Scott, McDonald and Newman; Yonens, Wall and Lecker; Lawrence, Connolly, Bell, Matthews and Fowler.

As soon as play started the Club were forced to defend. The leather was immediately driven in the direction of their net, and Fowler was making the first effort when he was ruled off-side. Morrell repulsed a second attack, but the civilians were incapable of coping with the rapidly recurring charges, and as the ball carried before the posts Connolly sent in a sharp low shot; it struck Hickling's boot and found a resting place in the net. The Club transferred the play and Hall and Mitchell essayed to pass the *Diadem*'s keeper, but both attempts failed. Through some smart passing the sailors were again successful in besieging their opponents' fortress. Morrell and Humphreys endeavoured to stem the oncoming tide, but although they did excellent work—especially Humphreys—the odds against them were too great and they had to give way. Lawrence's attempt Hickling turned aside, Fowler was unsuccessful in getting through, his second shot striking the upright, but as it spun out Connolly again caught it and landed it in the net, thus putting the *Diadem* two up. It was very seldom during the first half that the sailors' defence was seriously troubled, but throughout they kept the Club in a state of anxiety. Lawrence was making an attempt when he was ruled off-side. Shortly afterwards Bell followed with a nice oblique shot which just went behind. A second attempt struck the upright, and Humphreys had just relieved the pressure when the whistle sounded.

Half-time: H.M.S. *Diadem*, 2; H.K.F.C. 0. At the start of the second half the Club made the running, but they were beaten off by a sound defence. A number of their players seemed both to part with the ball; they "hung on" too long, with the result that many opportunities were lost. Shortly after play started both sides showed signs of fatigue, and the impetuous attacks of the *Diadem*'s forwards which characterised the first half were conspicuous by their absence in the second. Several times the sailors looked like getting through when Humphreys, the most prominent of the civilian players, turned the play, and with the help of his comrades succeeded in holding the fort until time was called.

Result: H.M.S. *Diadem*, 2; H.K.F.C. 0. After the match Mrs. Williams was asked to present the Shield and medals to the winning team. The Commodore, before culling upon her, said he was sure all present had enjoyed watching the exciting fight for the honour of winning the Hongkong Football Challenge Shield. Both teams were deserving of the shield, but he thought they would all agree with him when he said the best team had won it (cheers). The speaker then called upon his wife, who was made the recipient of a handsome bouquet, to present the shield and medals. On completion of her task she was heartily cheered. The H.K.F.C. team then gave three cheers for the *Diadem*, the return of the compliment ending the proceedings.

THE LATE MR. LITTLE.

The late Mr. Robert William Little, editor of the *North-China Daily News*, whose death was reported on Saturday, was the *doyen* of journalism in Shanghai. He was born in London on August 2nd, 1839. Educated at St. Paul's School, London, and Oriel College, Oxford, (where he took his B.A. degree), he subsequently studied for the bar. In 1862 he came to China and engaged in mercantile pursuits, connected chiefly with tea and shipping. In 1866, he joined the *North-China Daily News* and succeeded the late Mr. J. W. MacLellan as editor. A man of great versatility and force of character, he did not confine his attention to newspaper work, but devoted a great deal of his time and energy to public affairs. He was chairman of Shanghai Municipal Council for three years, from 1879 to 1881, and was Chairman of the Shanghai Branch of the China Association last year. He was an enthusiastic volunteer fireman and an officer in the local volunteer corps, taking keen interest in both bodies, and encouraging all his young friends to take up public duties. He was twice married. As a writer he was distinguished by a forceful and lucid style; and in addition was something of a poet. A very popular man in Shanghai, his death will be much regretted.

REVIEWS.

Kakemono: Japanese Sketches, by A. HEDDINGS. EDWARDS. London: William Heinemann. This book of exclamatory paragraphs, dedicated "to my teachers, the people of Japan," is characterised more by fine writing than originality of thought and observation. The author seems to belong to that quaint school whose modern apostle seems to be Mr. "Bart" Kennedy. His style may be fairly pardoned in the following "kakemono", largely compiled from actual quotations from the book:

Sunny Japan sits peaceful and still. It has rained all night and all day; big, solid drops that fall as compactly through the air as battalions of small shot, but at twilight the raindrops dwindled, slackened, dwindled, ceased. The rain had stopped. The stones on the pathway were all wet and shining. The rain had done that. Ah! The rain. It had done more than that. Listen.

The gallant *kurumaya*, gallant descendant he of no less gallant *camarata*, stops. Stands still. Perhaps it is the wonderful Japanese sympathy. Remember. The rain had also stopped.

Kurumaya-san (Oh! That Japanese politeness!) produces a dainty cigarette—a cigarette made of mermaid's hair.

Koji. That is what he needs, years for, needs, requires.

He produces a box, a little box. It is a match-box, a frail, tiny affair. Japanese houses, those dear houses, are like that, frail, tiny, frail. One takes off one's boots before going in.

The *kurumaya* is sad, sorrowful. Jap uses matches strike only on the box; and the rain (see page 159) has made the box damp. Damp!

Mr. Herbage Edwards's book is in that tone, but there is nothing funny in it. He is in deadly earnest all through. He raves about the wonderful expression of Dai-Butsu, to begin with, and deliberately states that "the heavy-lidded eyes droop lower, and the slow smile is still," in response to the enquiry, "What is thy secret, Great Lord Buddha?" This is extraordinary, in the case of a bronze image, whose expression we have examined and identified as a faintly cynical one. But it is no more extraordinary than his further statement that "the murmuring water runs more swiftly." Apart altogether from the fact that, to the best of our recollection, all the water in the vicinity is in stagnant ponds, we do not believe that running water ever accelerates its pace because a phrase-monger needs the emphasis thus obtained. We have no doubt that we are not being quite fair; that many readers will wade through this addition to the already copious bibliography of Japan with keen delight; but we are sure that they will also acquire many wrong impressions; and personally, we find the style irritating.

The author, who admits that he allowed his riches, puller to stop and guffawed at every "sacred" camphor-tree (ours never tried that on), remarks on page 141 that "many writers have exclaimed in paragraphs sprinkled with interjections." We can think of no comment more just than *tu quoque*.

Judas, by SIDNEY MOUTRIE. Shanghai: Kelly & Walsh, Ltd.

The author, Mr. Sidney Moutrie, of Shanghai, is not unknown in the literary world. Several of his works have already attracted favourable notice, and the present, which is dedicated "to Herbert Beerbohm Tree in grateful acknowledgment of his interest and encouragement," bids fair to rival some of his previous efforts. Mr. Moutrie has, in his own words, fulfilled in some degree Aristotle's definition of tragedy. Certainly he raises pity and stirs the soul to a kind of intellectual delight. No one can feel aught but pity for the miserable Judas who betrayed his master for a comparatively trifling sum of money. When his mother, affectionate, but proud of race, learns that he has committed this black dishonour, she bids him:

"If still wouldst be my son, Die that I may love thee dead. I shall not blush in weeping for thee then. See there, that rope take it. I give it thee. Now dost thou understand?" The wretched man to whom the sight of the pieces of silver is a reproach, presents them to a blind beggar, who returns them because he is not assured they have been honestly gained. Judas at last throws them out of the window and afterwards hangs himself. His mother relates and enters the chamber to save her son, but she arrives too late. The tragedy is dispensed by the love element. The foster daughter of Judas is in love with Judas, and the dialogue between the two women when the older relates her dream of the treacherous act of Judas is particularly fine. Undoubtedly "Judas" possesses both literary and dramatic merit.

The Yarn of Old Harbour Town, by W. CLARK RUSSELL. London: T. Fisher Unwin.

Though not by any means his best, Clark Russell here gives us another of those tales redolent of the salt sea and stirring adventures in the days of the wooden walls. There is not so much movement here as in some of his stories, but "The Yarn of Old Harbour Town" appeals to the reader by the interesting character studies which the author has presented. The principals, at least the men, stand out vividly, men of vigour and character, though the hero becomes a hero in spite of what we call a moral kick. After doing glorious things in the Royal navy and beginning a career full of promise, he blights his prospects by an act of drunkenness. Dismissed the service, he gives way to his failings, and is reduced to living on the rather limited means of his father. "This also means that the girl whom he loves and who really returns his affection will not tolerate his advances. However, her father gives him the command of a ship and then the hero behaves so unheroically as to entrap the girl on board, and sail away in the hope of forcing her to marry him. She, in order to terrify him, feigns madness and is ultimately lured over to a home-going vessel. Notwithstanding that experience, her regard for him is undiminished, and though he attempts suicide when captured he is nursed back to health, and all being forgiven the two subsequently marry and all ends well.

HAMBURG.

[FROM OUR CORRESPONDENT.]

March 20th.

DESTRUCTIVE WEATHER.

After a mild winter the month of March came in as a lamb, but soon cast off the disguise and appeared in its true colours as a roaring lion. Violent north-westerly gales accompanied by heavy snowstorms have been raging in the German Ocean from the Channel to the coasts of Denmark and Norway and only now gradually subsiding. Spring-tides, such as have not been experienced for years, have inundated the coasts and the banks of the rivers, doing considerable damage to dikes and buildings and drowning many heads of cattle. In Antwerp the Scheidt flooded the quays, sweeping away or else seriously injuring the goods stored there; Flushing and other places on the river were set under water, obstructing the railway service, the English mail-train going off the lines on one occasion. The islands have suffered severely; Heligoland, for instance, was enveloped in clouds of foam and spray for several days, the angry waves invading the lower parts, carrying away the landing stage and some of the buildings. The "Düne", well known to all visitors has sustained severe damage, although fortunately not to the extent at first apprehended. To land on the island was impossible, so that the Kaiser, who had come on a tour of inspection, had to turn back. Cuxhaven too had to pay its tribute, several buildings and part of the seawall have been carried away, even the massive fortifications have not been able to resist the fury of the elements altogether, and the dikes show gaps here and there. The storms have left their mark all along the banks of the lower Elbe; here and in the neighbouring town of Altona the water stood on the quay; the cellars of the adjacent houses and of those on the canals were flooded and everywhere detachments of the fire brigade were to be seen hard at work pumping them dry. Numerous shipwrecks have been reported, some vessels high and dry in places whence it will hardly be possible for them to return to their native element. Few lives, however, seem to have been lost, although serious apprehensions were entertained concerning the fishing fleets out at sea; nearly all the boats have since come in or have found shelter elsewhere. The amount of property destroyed on the other hand is very great; in Antwerp and its neighbourhood alone the damage done is said to exceed three million francs!

GERMANS AT COURRIERES.

But all this pales beside the dreadful colliery disaster at Courrieres in France, where from a thousand to twelve hundred men have perished, leaving at a low computation 6,000 children fatherless. The pits or concessions as they are called, are situated in the great coal basin of Bethune, the output of which reaches close upon 16 million tons annually, and extend over an area of 6,000 hectares. They were considered particularly safe with regard to fire-damp and the entire plant and timber-work, etc., are said to have been of the most approved pattern. A short time ago fire broke out in two of the pits which it proved impossible to extinguish. The heat, it is now supposed, generated fire-damp and other gases, which found their way through fissures in the rocks to the neighbouring galleries, where the men, if report be true, were working with naked lights. Several terrific explosions followed, bringing down enormous masses of rock and stone and killing or imprisoning some sixteen hundred men. Few of them succeeded in escaping and although no time was lost in commencing operations for saving the remainder, only a few hundred seem to have been rescued and there seems to be no chance of any more being still alive. At first little progress was made as the available appliances proved inadequate and not adapted to the alien conditions; and it was not until a body of about twenty specially trained salvage men from the Westphalian coal districts appeared on the scene that the work underground advanced at a more rapid rate. Whether these men were sent by the Kaiser or had come of their own accord, prompted by a deep fellow-feeling with the victims, is not quite clear, at any rate their services were gladly accepted, and having received permission to descend to the pits at once, they started work without delay and have continued at it, with but short intervals of rest, until now. Their assistance has been most valuable, as they have been trained to the work, and as their outfit, consisting of fire-proof helmets, bags of oxygen for breathing and other implement combines all the latest improvements enabling them to penetrate farther into the passages and galleries than had been possible so far. A system of ventilation has since been established in order to purify the atmosphere below, but the air is getting worse owing to the stench caused by the decomposition of the bodies of the buried and of the carcasses of the horses which it has been impossible to remove. An attempt has been made to wall in the pits that are on fire, in the hopes of smothering the fire by excluding all air, but the engineers do not seem to have much faith in this measure, and it is feared that all work will have to be stopped shortly, as the vitiated atmosphere is endangering the lives of the brave men engaged in recovering the bodies. The scenes outside are said to have defied description, particularly in the beginning; every load of dead bodies or charred remains produced fresh outbursts of grief and anguish on the part of the wives and children and others gathered round the pit mouths; but why dwell on such pictures, where help is out of the question. Strange to say, a strike of the miners, which is fast spreading all over the district, has followed upon the sad occurrence; the men accuse the managers of the collieries of gross neglect and worse, in making light of premonitory symptoms and not adopting preventive measures at once, but as their demands are

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00
" 4 CARTRIDGE " (25-15-0d.) \$60.00

LONG. HING & CO..

No. 17, QUEEN'S ROAD.

[35]

BEIERSCH-BIERBROUWERIJ

"DE AMSTEL"

AMSTERDAM

ABSOLUTELY

PASTEURIZED EXPORT

PILSENER BEER.

FREE

FROM

SEDIMENT.

Per Case 4 Doz. Quarts ... \$16.50
" 1 " " " ... 4.15
" 6 " Pints ... 16.50
" 1 " " " ... 2.75

SOLE AGENTS:

H. PRICE & CO..

12, QUEEN'S ROAD CENTRAL.

TELEPHONE NO. 135.

[35]

THE ROBINSON PIANO CO. LD.

NEW PIANOS.

\$70 Cash

and 18 payments of \$20 each

or \$385 Cash.

Great strength and Superior to anything in the Colony.

STEINWAY,
BECHSTEIN,
KRAUSS, HAAKE,
HOPKINSON,
WINKELMAN,

CORRESPONDING TERMS,

BABY GRANDS

PIANOLAS.

Hongkong, 5th April, 1906.

[116]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH
ELEY'S, SCHULTZ'S, AMBERITE
and KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 888G. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 24th November, 1902.
\$93

RUINART PEELE & FILS, REIMS.

Established 1719,
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAURE, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1905.
122

DAVID CORSAK & SON'S
MERCHANT NAVY
NAVY BOILED
LONG PLANK
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBEG & CO.
Sole Agents.
851

PURE FRESH WATER.

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Manager,
Hotel Mansions, 3rd Floor,
Hongkong, 8th August, 1905.
821

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGE.
FIRING 10 SHOTS in 2 SECONDS.
EISMESSEN & CO.
Hoikong, 3rd October, 1905.
45

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VUEX ROAD CENTRAL.
from the University of Pennsylvania, U.S.A.
Hongkong, 24th September, 1905
[563]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905.
688

principally for higher wages, etc., the *Journal des Debats* may not be wrong in attributing the movement to a desire to turn the present state of the coal market to good account. It appears that French industrial establishments on the German frontiers have been in the habit of getting their supplies of fuel from collieries on the Saar and on the Rhine, but that these, as no longer in a position to take their orders, so that they are obliged to have recourse to the mines in the north of France, where a large business is doing.

The friendly action of the German salvage corps in volunteering their services and the zeal and heroism displayed by them whilst carrying out their self-imposed task, meets with grateful recognition on the part of the French people and the press, and it is confidently hoped that this incident may serve to allay the growing irritation between the two nations and to produce more kindly feelings, and that it may help to bring about a peaceful solution of the present political difficulties.

THE H. A. L.

I conclude with a few figures taken from the annual report of the Hamburg America Line, just published: the net profit for the year 1905 amounts to M. 37,789,754 as compared with M. 29,504,332 in 1904; deducting M. 1,686,797 for interest on preference shares, there remains for distribution M. 36,142,957, which have been allocated as follows, to

Depreciation of ships, buildings, docks & other property	M. 19,106,250	last year M. 15,212,496
Reserve interest account	2,000,000	
Renovation as usual	2,753,177	2,472,300
Pension fund	50,000	50,000
Veteran fund for the benefit of deserving servants of the company	100,000	20,000
Dividends to shareholders	606,678	493,492
Premiums to directors, &c.	526,892	376,344
Dividends to shareholders	11,000,000	9 p. 9,000,000
	M. 36,142,957	M. 27,929,722

The contributions of the company to the State Insurance Funds in 1905 have amounted to M. 529,712.78.

CHINA INDEMNITY.

CHANCELLOR OF EXCHEQUER AND HIS

Mr. Asquith announces that the British share of the Chinese war indemnity amounts to £317,700 per annum until 1910, and after that year the annual payments will gradually increase. The British receipts were applied in the first instance to the discharge of private claims. Since these claims, amounting to £7,000,000, were disposed of, the receipts have been equally divided between his Majesty's Government and the Railway & Administration in China. They will continue to be so divided until the railway claims have been liquidated. The sum of £345,736, being the Government's share of the receipts up to the present date, remains in the Paymaster-General's account at the Bank of England, pending directions by Parliament as to its disposal.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Shanghai at midnight on Friday, the 20th inst., and left again at 7 p.m. on Saturday for Nagasaki, where she is due to arrive at 7 a.m. to-day. The I.G.M. str. *P. E. Friedrich* left Shanghai on Saturday, the 21st inst., at 6 p.m., and may be expected here on or about Tuesday, the 24th inst., at daylight.

The I.G.M. str. *Prinz Heinrich* carrying the German mails with dates from Berlin of the 27th March, left Singapore on Friday, the 20th inst., at 5 p.m., and may be expected here on or about Tuesday, the 24th inst., p.m.

The Backlund Line str. *Mansu* left Singapore for this port on the 17th inst., and is expected to arrive here on the 23rd inst.

The str. *Bombay Maru* (N.Y.K. Bombay Line) left Moji for this port on the 19th inst., and is expected to arrive here on the 24th inst.

The str. *Kanagawa Maru* (N.Y.K. American Line) left Shanghai for this port on the 21st inst., and is expected to arrive here on the 24th inst.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report: On the 21st at 11.45 a.m.—The barometer has fallen quickly over N. China, owing to a depression which appears to be approaching Shanghai from the Westward. An area of high pressure covers Japan with its centre over the S.E. coast. Moderate S.E. winds are indicated in the Formosa Channel, and the N. part of the China Sea, accompanied by foggy weather along the coast. Forecast:—Moderate E. to S.E. winds; showery, foggy.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent to the office of the Daily Press only, and not to the office of the Press. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PABUS. Codes: A.B.C., 5th Ed. Lister's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THIS MONTH (April) the Settlements will take place on MONDAY, the 30th. By Order of the Committee.

E. S. JOSEPH, Hon. Secretary.

Hongkong, 22nd April, 1906. [943]

DOCTOR WANTED.

TO act as SURGEON on an Emigrant Steamer.

For Particulars, apply to BUTTERFIELD & SWIRE.

Hongkong, 23rd April, 1906. [945]

OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply to—A. S. WATSON & Co., Ltd., Alexandra Buildings.

Hongkong, 23rd April, 1906. [945]

TO LET.

LIGONELL, near Peak Tram Station.

Furnished, from 1st June to 30th September.

Apply to—S. J. DAVID & Co.

Hongkong, 23rd April, 1906. [944]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "HAIMUN."

Captain A. J. Robson, will be despatched for the above Port TO-DAY, the 23rd inst., at 1 P.M.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 21st April, 1906. [941]

JUST PUBLISHED.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the deposition of the Forces at the battle of Kowloon, is dedicated to Mr. A. H. REYNOLDS and Sir ROBERT HART, C.M.G.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

Price \$3.50.

To be obtained from Messrs. KELLY & WALSH, Ltd., Messrs. BREWER & Co., or from the Publishers, the "HONGKONG DAILY PRESS" Office.

Hongkong, 23rd April, 1906.

A GERMAN GENTLEMAN desires to take LESSONS in ENGLISH in Exchange for GERMAN.

Apply to—"K. B."

Hongkong, 18th April, 1906. [931]

TUITION.

LESSONS in ENGLISH and FRENCH given by an Experienced Teacher, either Privately or in Classes. Terms moderate.

Apply to—"L."

Care of "Daily Press" Office.

Hongkong, 18th April, 1906. [904]

NOTICE.

H. YEREA'S PHOTOGRAPHIC STUDIO, has this day RE-OPENED at its FORMER PLACE, 2nd Floor of No. 14, BRANFORD ARCADE, Queen's Road Central, and he solicits the continuance of his Customers' Patronage.

Hongkong, 10th April, 1906. [852]

NOTICE.

MR. E. CLAUDE NEWBY has RE-SIGNED from our Employment, and MR. GEORGE GRIMBLE has been Appointed MANAGER of our Hongkong Office from this date.

GRANT & LESLIE.

Canton, 17th April, 1906. [919]

NOTICE.

IN ADDITION to the above, I have this day ESTABLISHED myself here as a FREIGHT and SHIP-BROKER.

GEORGE GRIMBLE.

Hongkong, 17th April, 1906. [920]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held in the CITY HALL on SATURDAY, the 28th April, 1906, at 12.15 P.M.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 14th April, 1906. [879]

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED

TYPING WORK UNDER

TAKEN. Charges moderate.

F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau)

34, Queen's Road Central (Second Floor).

Hongkong, 25th October, 1905. [19]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zeland Street, TO-MORROW (TUESDAY), the 24th April, 1906, at 3.30 P.M., A Fine Collection of RARE OLD PEKING CURIOS.

On view from Friday.

Catalogues will be issued.

F. KIENE, Auctioneer.

Hongkong, 17th April, 1906. [838]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zeland Street, On WEDNESDAY, the 25th April, 1906, at 11 A.M., SUNDRY NAUTICAL INSTRUMENTS, COMPASS VERIFIER, SPRING BALANCE, NUMBERING MACHINE, &c., &c.

Also, A Valuable MAGNIFYING MACHINE, LIFE BELTS, LIFE BUOY, SMALL ENGINE and BOILER, A Lot of SOAP, OATMEAL, 2 Pairs APOTHECARIES' SCALES, FISHING LINE, and a Large PRONOGRAPH, &c., &c.

And a Lot of TUCK'S PACKING.

F. KIENE, Auctioneer.

Hongkong, 19th April, 1906. [917]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zeland Street, On THURSDAY, the 26th April, 1906, at 2.30 P.M., A Fine Assortment of JAPANESE CURIOS and PICTURES, INDIAN and JAPANESE CARPETS & MISCELLANEOUS GOODS.

Also, The Whole VALUABLE FURNITURE of a family leaving the Colony.

Terms—As usual.

F. KIENE, Auctioneer.

Hongkong, 21st April, 1906. [934]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On THURSDAY, the 26th April, 1906, commencing at 2.45 P.M., at No. 7, MOSQUE STREET, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue), And One COTTAGE PIANO by "Dorner," in good condition.

Terms—As Customary.

On view from Wednesday, the 25th April, 1906.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 21st April, 1906. [935]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On FRIDAY, the 27th April, 1906, at 12 o'clock NOON, at his SALES ROOMS, Duddell Street, The Wreck of the German Steamer "M. STRUVE," as she now lies off the Ocken Island, All ANCHORS, GEAR, &c., &c.

Also, 19,589 Packages SUGAR, 35 " SUGAR CANE, 1,275 " LEAF PANS, 90 " PEPPER.

Terms—Cash on fall of Hammer. All Lots to be at purchaser's risk on fall of Hammer.

For further particulars, apply to GEO. P. LAMBERT, Auctioneer.

Hongkong, 21st April, 1906. [936]

SALE OF THE WRECK OF THE CRUISER "SULLY."

TENDERS for the Purchase of the said WRECK will be received up to THURSDAY, the 5th of July, 1906, at 4 P.M. Written Tenders, worded to a Special Form, which will be shown at the FRENCH CONSULATE, Hongkong, should be sent under registered cover, to the RECEVEUR DES DOMAINES, at Kaitung.

The "SULLY" will be SOLD as she lies. She is broken in two parts and is in deep water (about 17 metres) in the "PASS HENRIETTE," Along Bay.

The total weight of the wreck is about 7,000 tons, including:

Steel Belt about 2,250 tons.

Steel Hull, Masts, etc. 3,380 "

Machinery (Steel, Pig-Iron, Brass, Bronze) 1,310 "

Torpedoes, Arms and Ammunition which might be found on or about the wreck will have to be handed to the FRENCH NAVAL AUTHORITIES.

For particulars, apply to the FRENCH CONSUL, Hongkong.

By Order, GASTON LIEBERT, Consul de France.

Hongkong, 16th April, 1906. [886]

WANTED

COMPETENT STENOGRAPHER and TYPIST for Yokohama. State age, salary, and experience to—Box 135b.

Hongkong, 21st April, 1906. [932]

WANTED.

A First-Class LEDGER-KEEPER for CAFE WEISMANN. Apply, in writing only, to—

THE CHAIRMAN, WEISMANN, LTD., 34, Queen's Road Central.

Hongkong, 18th April, 1906. [905]

WANTED.

WANTED by a First-Class Mercantile House, doing a large Import and Export business in Hongkong, China and Japan, a COMPRODOR, who must be of Good Social and Commercial Standing, and able to influence business, and to offer substantial Security. Special inducements will be offered to a first-rate man who can fulfil the above. Apply to JOHNSON, STOKES and MASTER, 8, Des Voeux Road Central.

Hongkong, 28th March, 1906. [726]

PUBLIC COMPANIES

PHILIPPINE COMPANY, LIMITED.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Shareholders of the PHILIPPINE CO. LIMITED, will be held at the Office of the NATIONAL BANK OF CHINA, Queen's Road, Hongkong, on WEDNESDAY, the 25th day of April, 1906, at 3.15 P.M., when the subjoined Resolution, which was passed at the Extraordinary General Meeting held on the 18th day of April, 1906, will be submitted for confirmation as a SPECIAL RESOLUTION.

RESOLUTION.

That the firm of Messrs. E. S. KADOORIE & Co. be appointed GENERAL MANAGERS of the Company in the place of Messrs. BENJAMIN, KELLY & POTTS, and that Article 56 of the Company's Articles of Association be altered by substituting the words "E. S. KADOORIE & Co." for the words "Benjamin, Kelly & Potts."

J. F. WRIGHT, Secretary.

Hongkong, 14th April, 1906. [883]

HALL & HOLTZ, LIMITED.

THE FOURTEENTH ORDINARY GENERAL MEETING of Shareholders will be held at the Head Office of the Company No. 14, Nanking Street, on WEDNESDAY, 25th April, 1906, at 4 o'clock P.M., when the Report and Accounts for the year ended 23rd February, 1906, will be presented.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 25th April, 1906, both days inclusive.

By Order of the Directors, E. PALMER, Secretary.

Shaohai, 10th April, 1906. [895]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, QUEEN'S BUILDINGS, Hongkong, on SATURDAY, the 28th April, 1906, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account to the 31st December, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 18th to the 25th April, both days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 3rd April, 1906. [802]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ORDINARY MEETING of Shareholders in the above Company will be held at the Head Office, No. 2, QUEEN'S BUILDINGS, Hongkong, on SATURDAY, the 28th April, 1906, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1905, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 25th April, both days inclusive.

By Order of the Board of Directors, JAMES WHITTALL, Secretary.

Hongkong, 7th April, 1906. [831]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 86 for Thirteen Shares numbered 105299 to 105311 inclusive, on which the sum of \$2.00 per Share has been paid-up, standing in the Register in the name of FREDERICK E. ELLIS, of Hongkong, having been LOST.

Notice is hereby given that unless the said Certificate be produced at the Office of the Company, ALEXANDRA BUILDINGS, Des Voeux Road, Victoria, Hongkong, on or before 5th May, 1906, a NEW CERTIFICATE for the said Shares will be issued, and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 5th April, 1906. [811]

VICTORIA CHAPTER, No. 525, E.C.

A REGULAR CONVOCATION of the VICTORIA CHAPTER will be held at the FREEMASONS' HALL TO-MORROW (TUESDAY), the 24th inst., at 8.30 for 9 P.M. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 18th April, 1906. [906]

ROTHEN MARK LODGE, No. 264.

A N EMERGENCY MEETING of the ROTHEN MARK LODGE will be held at the FREEMASONS' HALL on WEDNESDAY, 25th inst., at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 20th April, 1906. [924]

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the Members will be held on THURSDAY, 26th April, 1906, at 4 P.M., in the old Chamber Room, CITY HALL, to nominate a Member of the Chamber to take the place in the Legislative Council of the Hon. Mr. ROBERT SKEWAN, who has Resigned.

Notices in writing of the names of candidates, and of their Proposers and Secondaries, to be lodged with the SECRETARY at least 48 hours before the time appointed for holding the General Meeting.

By Order, A. R. LOWE, Secretary.

Hongkong, 20th April, 1906. [925]

HONGKONG CLUB.

NOTICE.

THE TWENTIETH YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Club House, on THURSDAY, the 26th April, 1906, at 5 P.M.

By Order, C. H. GRACE, Secretary.

Hongkong, 18th April, 1906. [907]

INSURANCES

NORTH BRITISH AND MERCHANTS' FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904. £17,131,239.

I. AUTHORIZED CAPITAL... £20,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 887,500 0 0
II. FINE FUNDS... 3,001,266 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 30th June, 1905. [1567]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1904. [29]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [113]

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

HEAD OFFICE—LONDON.

Assets exceed £10,000,000.
Annual income exceeds £2,750,000.

THE following Classes of business are undertaken—

Life, Fire, Marine, Typhoon, Accident, Plate Glass, Fidelity Guarantee, including the guarantee of Receivers, Trustees and Administration Bonds.

The Company is also prepared to undertake any of the following Offices, viz.—

Executor of Wills.
Trustee of Settlements.
Trustee for Charitable and other Institutions.
Trustee for Debenture Holders.

W. H. TRENCARD DAVIS, Branch Manager and Underwriter.

Hongkong, 7th April, 1906. [830]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

ONLY PRESS" OFFICE.

The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents.

35 & 37, Hing Loong Street, (1st Street West of Central Market), Telephone No. 515.

PHOTOGRAPHER.

M. MUMEY, JAPANESE ARTIST. Bromide and Crayon Enlargement—also colouring Photos and notes. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE. Proofs read by Englishmen.

STOREKEEPERS.

KWONG SANG & CO., Shipchandeliers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants.

57, 58 & 59, Connaught Road, New Praya Central.

MITSU BISHI DOCKYARI AND ENGINE WORKS, NAGASAKI.

CODE WORD "DOCK" A.I., A.B.C. Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... .. 722 feet.
Length on Blocks 714 "
Width of Entrance on Top 84 "
Width of Entrance on Bottom... .. 84 "
Water on Blocks at Spring Tide 34 1/2 "

DOCK No. 1.

Extreme Length... .. 523 feet.
Length on Blocks 513 "
Width of Entrance on Top 88 "
Width of Entrance on Bottom... .. 77 "
Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2.

SHIPPING.

ARRIVALS.

DEVANOR, German str., 1,140 T. V. Bruhn, 20th April, Bangkok 12th April, and Swatow 19th April, General.—Butterfield & Swire.

GERMANIA, German str., 1,716 H. Lorenzen, 21st April—Bangkok 12th April and Koh-sichang 14th April, General.—Jensen & Co.

HAIKUN, British str., 685 A. J. Robson, 22nd April—Foolow 19th April, Amoy 20th April and Swatow 21st April, General.—Douglas Lapraik & Co.

HEIM, Norwegian str., 757, Erikson, 22nd April—Bangkok 14th April, Rice—Chinese.

HONGKONG, French str., 712 A. Suzzi, 20th April—Manila 17th April, Ballast.—A. R. Marty.

JACOB DIECKHOFF, German str., 623, D. Hink, 21st April—Haiphong and Hoihow 20th April, General.—Jensen & Co.

KEONGWAT, German str., 1,115, Kohler, 21st April—Bangkok 15th April, Rice and General.—Butterfield & Swire.

KUNYSENG, German str., 640, Jurgensen, 21st April—Chefoo 16th April, General.—Jensen & Co.

KWANTOW, British str., 1,215 G. Hooker, 22nd April—Tientsin 14th April, General.—Butterfield & Swire.

KWANGLO, Chinese steamer, 22nd April, from Canton.

KWELAN, British str., 1,075, Brymer, 20th April—Swatow 19th April, Ballast.—Butterfield & Swire.

KWONGHANG, British steamer, 22nd April, from Canton.

LISA, Swedish steamer, 21st April, from Canton.

NAM SHAN, British str., 1,299, Allan Jones, 21st April—Saigon 17th April, General.—Bradley & Co.

PIKANGLOK, German str., 1,257, L. Goren, 20th April—Bangkok 13th April, Rice—Melchers & Co.

QUINTA, German steamer, 21st April, from Canton.

SAINT BRIDE, British steamer, 2,514, W. Nicoll, 20th April—Canton 8th March, Coal, Government.

SHANTUNG, British str., 1,885, J. Robinson, 20th April—Mogi 15th April, Coal.—Butterfield & Swire.

SHAWMUT, American str., 9,606, Roberts, 21st April—Tacoma and Manila 19th April, General.—Doddwell & Co.

TINGHANG, British str., 1,645, W. S. Thomas, 21st April—Chinkiang 17th April, General.—Jardine, Matheson & Co.

TRIESTE, Austrian str., 2,233, D. Mistrorigo, 21st April—Tientsin 6th March, General.—Sander, Wierler & Co.

DEPARTURES.

ARCADIA, British str., for Europe.

ARCADIA, German str., for Shanghai.

CHIVUEN, Chinese str., for Shanghai.

DOO HERMAN, Amr. str., for Manila.

MICRODES, British transport, for Shanghai.

PALEMO, British str., for Yokohama.

STANDARD, British str., for Bangkok.

ZAFIRO, British str., for Manila.

21st April.

CHARTERHOUSE, British str., for Amoy.

DAIJIN MARU, Japanese str., for Tamsui.

DARDANUS, British str., for Nagasaki.

GOLF OF VINCE, British str., for Vladivostok.

HAIKUN, British str., for Coast Ports.

HAIKUN, French str., for Haiphong.

HERALD, British str., for Amoy.

ONIA, British str., for Yokohama.

PRONTO, Norwegian str., for Canton.

SHANT, British str., for Shanghai.

STETTIN, British str., for Tientsin.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE," Captain D. Mistrorigo, will leave for the above places TO-MORROW, the 24th inst., A.M. For Freight or Passage, apply to Sander, Wierler & Co., Agents, Princess Building, Hongkong, 18th April, 1906. [3]

FOR SHANGHAI, NAGASAKI AND VLADIVOSTOK.

THE Steamship

"DAPHNE," Captain Schipper, will be despatched for the above Ports TO-MORROW, the 24th inst., at 4 P.M. The steamer has superior accommodation for Passengers.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 17th April, 1906. 899

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTA," will be despatched for the above Ports on WEDNESDAY, the 25th April. For Freight, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 5th March, 1906. 591

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE," Captain Kroble, will be despatched as above on or about 8th May. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 14th April, 1906. [881]

"SHIRE" LINE OF STEAMERS.

MARSEILLES, LONDON & ANTWERP

THE Steamship

"MERIONETHSHIRE," will be despatched for the above Ports on or about the 10th May. For freight and further particulars, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 12th April, 1906. [871]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Masters to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAME	FLAG & RIG	DEPART
LONDON & C. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—
LONDON & ANTWERP, VIA SINGAPORE, & C.	SOCOTRA	Brit. str.	—
LONDON & ANTWERP	BENVENUE	Brit. str.	—
AMSTERDAM, LONDON & ANTWERP	PLINTHIRE	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	HELLEROPHON	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	DEUCALION	Brit. str.	1 m.
MARSEILLES, & C. VIA PORTS OF CALL.	ERNEST SIMONS	Frans. str.	—
MARSEILLES, LONDON & ANTWERP	JSTRIA	Ger. str.	k. w.
MERIONETHSHIRE	MERIONETHSHIRE	Brit. str.	—
COPENHAGEN & BALTIC PORTS	P. E. FRIEDRICH	Ger. str.	—
HAYRE & HAMBURG VIA STRAITS, & C.	AKKE	Dan. str.	—
HAYRE & HAMBURG VIA STRAITS, & C.	SENGAMBA	Ger. str.	k. w.
HAYRE & HAMBURG VIA STRAITS, & C.	SHOOTY	Ger. str.	k. w.
HAYRE & HAMBURG VIA STRAITS, & C.	G. F. JARISZ	Ger. str.	k. w.
HAYRE & HAMBURG VIA STRAITS, & C.	SITHONIA	Ger. str.	k. w.
HAYRE & HAMBURG VIA STRAITS, & C.	ANDALUSIA	Ger. str.	k. w.
HAYRE & HAMBURG VIA STRAITS, & C.	ACILIA	Ger. str.	k. w.
TRIESTE, & C. VIA SINGAPORE, & C.	FILIPPO ARTELLI	Aus. str.	—
GENOA, MARSEILLES & LIVERPOOL	CALCHAS	Brit. str.	1 m.
GENOA, MARSEILLES & LIVERPOOL	HYSON	Brit. str.	1 m.
NEW YORK VIA PORTS & SUEZ CANAL	SATSUMA	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	SENECA	Brit. str.	—
NEW YORK	VANDALIA	Ger. str.	k. w.
NEW YORK VIA PORTS & SUEZ CANAL	RAMSAI	Am. str.	—
NEW YORK VIA SHANGHAI JAPAN, & C.	MONTEAGLE	Brit. str.	1 m.
VANCOUVER VIA SHANGHAI JAPAN, & C.	EXPRESS OF JAPAN	Brit. str.	2 m.
VIETNAM (B.C.) SEATTLE, & C.	TRIESTE	Brit. str.	1 m.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	—
SEATTLE VIA SHANGHAI & JAPAN	DAKOTA	Am. str.	—
PORTLAND, OREGON VIA SHANGHAI, & C.	ARADIA	Ger. str.	—
SAN FRANCISCO VIA PORTS	DAKOTA	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	PRINCE SIGISMUND	Ger. str.	—
VLADIVOSTOK	ORANGE BRANCH	Brit. str.	—
YOKOHAMA VIA SHANGHAI, MOI & KOBE	PALAWAN	Brit. str.	—
CHEFOO & NEWCHANG	KWELIN	Brit. str.	1 m.
TIENSIN	KWELIN	Brit. str.	1 m.
CALLAO	CHONGHONG	Brit. str.	—
SHANGHAI, NAGASAKI & VLADIVOSTOK	SHANTUNG	Brit. str.	1 m.
SHANGHAI, YOKOHAMA & KOBE	DAPHNE	Ger. str.	k. w.
SHANGHAI	TRIESTE	Aus. str.	—
SHANGHAI VIA SWATOW	YOHOW	Brit. str.	1 m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—
SHANGHAI VIA SWATOW, AMOY & FOCHOW	PRINCE LEONHARD	Ger. str.	—
SHANGHAI	AKASHI MARU	Jap. str.	—
SHANGHAI	AMARA	Brit. str.	—
SHANGHAI	SHAOHENG	Brit. str.	1 m.
SHANGHAI	ZAFIRO	Brit. str.	—
SHANGHAI	DONOLA	Brit. str.	—
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	—
TAMSUI VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	—
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—
ANPING VIA SWATOW & AMOY	MAIDZU MARU	Jap. str.	—
SWATOW	HAIMUN	Brit. str.	2 h.
MANILA	TEAN	Brit. str.	1 m.
MANILA	YUNNANG	Brit. str.	—
MANILA	RUBI	Brit. str.	—
MANILA	ZAFIRO	Brit. str.	—
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—
BATAVIA, CHERIBON, SAMARANG, & C.	TUPANANG	Dut. str.	—

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	SOCOTRA	About 25th April } Freight only.
YOKOHAMA, SHANGHAI, PALAWAN, MOI and KOBE		A. F. Street	About 29th April } Freight and Passage.
SHANGHAI	(DONGOLA	About 3rd May	Freight and Passage.
LONDON & C. VIA USUAL PORTS	DEVANHA	Noon, 5th May	See Special of CALL T. H. Hide, R.N.R.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 5th April, 1906. [1]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 28th April, Noon.
ZAFIRO	2540	R. Rodger	Manila.	On 5th May, Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. [15]

Hongkong, 20th April, 1906.

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "RAMSAY" ... About 25th May, 1906.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS [19]

Hongkong, 6th April, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED-SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)

FOR

*SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Tuesday, 24th April, 3 P.M.

*SHANGHAI VIA SWATOW "KWONGSANG" ... Tuesday, 24th April, 4 P.M.

*SHANGHAI "AMARA" ... Thursday, 26th April, 4 P.M.

*MANILA "TUENSANG" ... Friday, 27th April, 4 P.M.

*SHANGHAI "FAUSANG" ... Saturday, 28th April, 4 P.M.

*TIENSIN "CHEONGSHING" ... Saturday, 28th April, 4 P.M.

*These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

*Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

Hongkong, 20th April, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND SEA OF JAPAN, PORTLAND, OREGON.

SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE STEAMSHIP

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT NOON
"ARABIA"	4,483	Metzenhain	May 22nd, 1906.
"NIGONEDIA"	5,198	Ernst	June 11th, 1906.
"NUMANTIA"	4,370	Wagmann	June 21st, 1906.
	4,370	Feldman	July 4th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 29th March, 1906. [13]

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"DAKOTA," Captain E. FRANCE, On MONDAY, 23rd APRIL, 1906.

"MINNESOTA," Captain J. H. LINDER, On TUESDAY, 12th JUNE, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATE-ROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSE, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, AGENTS. [20]

Hongkong, 20th December, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER.
R.M.S. "MONTEAGLE" 5,500 Tons	WEDNESDAY, 2nd May	25th May.
"EMPERESS OF JAPAN" 6,000	WEDNESDAY, 9th May	30th May.
"TARTAR" 4,425	WEDNESDAY, 23rd May	16th June.
"EMPERESS OF CHINA" 6,000	WEDNESDAY, 30th May	20th June.
"EMPERESS OF INDIA" 6,000	WEDNESDAY, 20th June	11th July.
"ATHENIAN" 3,882	WEDNESDAY, 27th June	21st July.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62. Intermediate on Steamers and 1st Class Rail £240, £242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Ministers, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Corner Pedder Street and Praya, opposite Blake Pier [5]

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched for the above Ports on SATURDAY, the 28th inst. at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B. To assure the additional comfort of passengers, the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 3rd April, 1906. [797]

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITEERRANEAN AND BLACK SEA PORTS.

THE Steamship

"ERNEST SIMONS," Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 1st May, at 1 P.M.

This Steamer connects at Colombo with the Australian Line, bound for Melbourne via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "POLYNESE" ... 15th May.

S.S. "CALEDONIE" ... 29th May.

S.S. "SALAZAR" ... 12th June.

S.S. "CECILE" ... 26th June.

S.S. "TOURNAI" ... 10th July.

G. DE CHAMPEAUX, Agent, Hongkong, 18th April, 1906. [2]

THE EAST ASIATIC CO. LTD., COPENHAGEN.

NOTICE.

FOR COPENHAGEN & BALTIC PORTS.

THE Company's Steamship

"AKER," Captain Wettergreen, will be ready to load for the above places on or about THURSDAY, the 3rd May.

For Freight, apply to MELCHERS & Co., Agents, Hongkong, 11th April, 1906. 865

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"SENECA," Captain Grimes, will be despatched as above on or about the 4th May.

For Freight or other information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Hotel Mansions.

Hongkong, 5th April, 1906. [812]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1906

"SATSUMA" ... End of May.

For Freight and further information, apply to DODWELL & CO. LD., Agents, Hongkong, 3rd March, 1906. 787

FOR VLADIVOSTOK.

THE Steamship

"ORANGE BRANCH" 3435 Tons, will have quick despatch for VLADIVOSTOK, to be followed by "VINE BRANCH" 3442 Tons.

For Freight, etc., apply to DODWELL & Co., Ltd., Agents, Hongkong, 21st April, 1906. [838]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, R.N., will depart from Hongkong, on Week Days, at 7.30 A.M., and on Saturdays at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits.

Fares—(week days) 1st Class (including cabin and servant), Single £3, Return Ticket £5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates: 1st & 2nd Class, Single Ticket £2, Return £3. 1st Class, Single with Cabin £3, Return £5. 3rd Class, Single 50 cents, Return 80 cents. Steerage 10 cents.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so on the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wai Lok Street.

MING ON & CO. 2nd Floor, 16, Victoria Street, Hongkong, 7th October, 1904. [21]

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA
AND SUMATRA PORTS.

EUROPEAN SERVICE OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st April.
GLASGOW and LIVERPOOL	"HECTOR"	On 21st April.
GLASGOW and LIVERPOOL	"JASON"	On 23rd April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	On 12th May.
GLASGOW and LIVERPOOL	"HYSON"	On 15th May.
GLASGOW and LIVERPOOL	"BLAUGUS"	On 17th May.
GLASGOW and LIVERPOOL	"RHIPPEUS"	On 17th May.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 23rd May.

FOR	STEAMERS	DATE
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 24th April.
AMSTERDAM, LONDON and ANTWERP	"BELLEROPHON"	On 8th May.
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 22nd May.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 1st June.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 15th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO-	"TYDEUS"	On 16th May.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"NINGCHOW"	On 25th April.
	"YANGTSE"	On 25th April.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. (9-10)

Hongkong, 20th March, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	DATE
CHEFOO AND NEWCHWANG	"KWEILIN"	On 23rd April.
MANILA	"WHEAN"	On 24th April.
SHANGHAI	"YOGHOW"	On 24th April.
SHANGHAI	"SHAOSING"	On 27th April.
CHEFOO and TIENTSIN	"KWEIGHOW"	On 27th April.
CEBU and ILOILO	"KAIFONG"	On 28th April.
CALLAO	"SHANTUNG"	On 8th May.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unvalued Table, A daily qualified
Surgeon is carried.

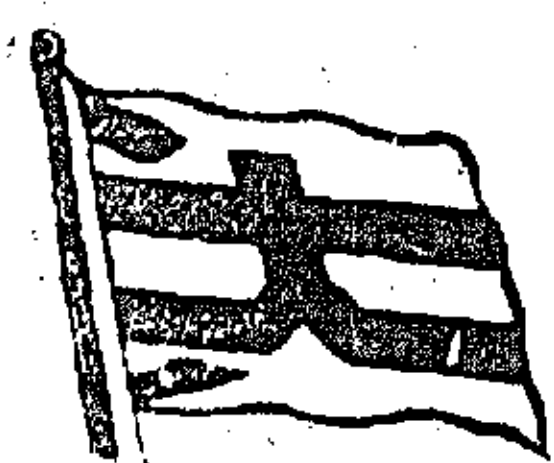
+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th April, 1906.

[11]



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMSIU via SWATOW	"DAIGI MARU"	SUNDAY, 29th April, 10 A.M.
TAMSIU via SWATOW	"DAIJIN MARU"	SUNDAY, 6th May, 10 A.M.
SHANGHAI via SWATOW	"AKAISHI MARU"	TUESDAY, 1st May, 10 A.M.
ANPING via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 2nd May, 10 A.M.
SHANGHAI via SWATOW	"SHOSHU MARU"	WEDNESDAY, 9th May, 10 A.M.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light.
+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.
Hongkong, 18th April, 1906. T. ARIMA, Manager. [14]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SENEGAMBIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 26th April Freight.
SECOVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 2nd May Freight.
JSTRIA	MARSEILLES and HAMBURG (Calling at Singapore, Penang and Colombo)	On 11th May Freight.
C. FERD. LAEISZ	HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 16th May Freight.
SITHONIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 30th May Freight.
ANDALUSIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 14th June Freight.
ACILIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 28th June Freight.
VANDALIA	NEW YORK (Calling at Singapore and Penang)	On 10th May Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE, King's Building.

[12]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
BOON	WEDNESDAY 30th June
FREUSSEN	WEDNESDAY 6th July
ZETEN	WEDNESDAY 13th July
GNEISENAU	WEDNESDAY 20th July
HAYDEN	WEDNESDAY 27th July
PRINZ REGENT LUIFOLD	WEDNESDAY 3rd August
PRINZ EITEL FRIEDRICH	WEDNESDAY 10th August
SACHSEN	WEDNESDAY 17th August

ON WEDNESDAY, the 25th day of APRIL, 1906, at Noon, the Steamship
"PRINZ EITEL FRIEDRICH," Captain Malchow, with MAILS, PASSENGERS,
SPECIE and CARGO, will leave this Port at above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 23rd April. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 24th April, and Parcel
will be received at the Agency's Office until Noon, on TUESDAY, the 24th April.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA, AND GIBRALTAR	261 0 0	142 0 0	82 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	91 0 0	63 0 0	33 0 0
TO NEW YORK VIA SUEZ	65 0 0	44 0 0	24 0 0
VIA NAPLES, GENOA OR GIBRALTAR	97 0 0	66 0 0	36 0 0
VIA BREMEN OR SOUTHAMPTON	64 0 0	44 0 0	26 0 0
	115 0 0	79 0 0	47 0 0
	68 0 0	46 0 0	27 0 0
	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERPRETATION OF THE VOYAGE IN EGYPT:
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 1st May.
WILLHAD	TUESDAY, 23rd May.
PRINZ WALDEMAR	TUESDAY, 29th June.

ON TUESDAY, the 1st MAY, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50.—	\$30.—	\$20.—
TO NEW GUINEA	\$28.—	\$18.10	\$14.00
TO BRISBANE	\$30.—	\$20.—	\$14.—
TO SYDNEY	\$33.—	\$23.—	\$15.—
TO MELBOURNE	\$34.10	\$24.10	\$16.—
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
TO KOBE	\$95.00	\$70.00	\$50.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	\$60.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
To EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$97. 0 0.
To EUROPE VIA AUSTRALIA AND AMERICA "96. 0 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

STEAMERS	SAILING DATES
SHANGHAI, NAGASAKI, PRINZ HEINRICH	Wednesday, 25th April.
KOBE & YOKOHAMA	Wednesday, 9th May.
SHANGHAI, NAGASAKI, ROON	Wednesday, 9th May.
KOBE & YOKOHAMA	Wednesday, 9th May.
YOKOHAMA and KOBE	Wednesday, 9th May.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—
To London via Plymouth or Southampton 1st Class \$62. 0 0.
To Bremen " " " " 63. 10 0.
To Paris via Cherbourg " " 65. 0 0.
To Naples, Genoa via Gibraltar " " 65. 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

[5]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWNSHIP CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,606	E. V. Roberts	On 28th April.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 22nd February, 1906. [7]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPARTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	Second half of April	JAVA PORTS	First half of May
TJILATJAP	JAVA	Second half of April	JAPAN via SHANGHAI	First half of May
TJIMAH	JAVA	Second half of May	JAPAN via SHANGHAI	Second half of May
TJILIWONG	JAPAN	Second half of May	JAVA PORTS	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 16th April, 1906.

VESSELS ON THE BERTH

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMA-
RANG, SOERABATA & MACASSAR
(taking cargo to all ports in Netherlands India
on through Bill of Lading).

THE Steamship
"TJIPANAS,"
Captain Pauder, will be despatched for the
above Ports on or about the 2nd May.
For information as to Freight and Passage,
apply to the

Head Agent of the
JAVA-CHINA-JAPAN LIJN.
(York Buildings, 1st Floor).
Hongkong, 20th April, 1906. 927

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DEVANHA,"
Captain T. H. Hide, R.N.R., carrying His
Majesty's Mails, will be despatched from this Port
for Bombay on SATURDAY, the 5th May.
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. *Himalaya*, 6,395 tons, from Colombo,
Passenger's accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. *Macedonia*, due
in London on 17th June.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 20th April, 1906. 1

AGENCIES:—
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: MACDONALD & Co.
CHINKING: GEARING & Co.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the
Imperial Japanese Navy and Foreign Navies; the
Imperial Armies; the Imperial Railways
Sanyo, Kinshu and the other Imperial Rail
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila, North
China, Korean ports and America.

SOLE PROPRIETORS of Takashima,
Ochi, Shinmei, Naniwa and Kami-Yamada
Collieries and also Hojo Colliery, which will
shortly be ready to produce on a large scale the
best Eastern Coal.

Sole Agents for Kigie, Komatsu (Tagawa)
and Yushimachi Coal (Karatsu).
The Head and Branch Offices and the Agen-
cies of the Company will receive any order for
Coal produced from the above Collieries.
Coal sold in 1904 by the Company amounted to
1,520,000 tons.

NEW and additional shifts at the Takashima
Colliery have been completed and this well-
known best and most economical steam Coal in
the EAST is now produced in abundance and
can be supplied in any quantity.
Hongkong, 15th February, 1905. [108]

THE Chartered Steamship
"FILIPPO ARTELLI,"
Captain Radonich, will be despatched as above
on or about the 8th May.
This Steamer has accommodation for
passengers, Electric light and carries a doctor.
For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.
Princes' Buildings.
Hongkong, 16th April, 1906. [3]

STEAM FOR
FIUME AND TRIESTE (DIRECT)
Calling at SINGAPORE, PENANG,
RANGOON, COLOMBO, BOMBAY,
KARACHI, ADEN, SUEZ and PORT
SAID.

(Taking Cargo at through rates to the BRAZIL,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Chartered Steamship
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For information as to Passage and Freight,
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SANDER, WIELER & Co.,
Agents.
Princes' Buildings.
Hongkong, 16th April, 1906. [3]

VISITORS TO CANTON.
Should purchase
"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."

BY
CAPTAIN C. V. LLOYD (S.S. "HANKOW")
With Illustrations, Maps and Plans.
Price.....\$1.90

On Sale at—
Hongkong: "DAILY PRESS" Office,
Messrs. KELLY & WALSH,
Messrs. W. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1903.

On Sale at—
Hongkong: "DAILY PRESS" Office,
Messrs. KELLY & WALSH,
Messrs. W. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1903.

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Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1903.

On Sale at—
Hongkong: "DAILY PRESS" Office,
Messrs. KELLY & WALSH,
Messrs. W. BREWER & Co.
Canton: Messrs

POST OFFICE NOTICES.

MAILS WILL CLOSE

FOR	PER	DATE
Shanghai, Nagasaki, Kobe, Yokohama and Seattle.....	Dakota.....	Monday, 23rd, 11.00 A.M.
Singapore and Calcutta.....	Hongkong.....	Monday, 23rd, 1.15 P.M.
Chongqing and Newchwang.....	Shah Allam.....	Monday, 23rd, 3.00 P.M.
Bangkok.....	Kuowin.....	Monday, 23rd, 3.00 P.M.
Amoy.....	Chowai.....	Tuesday, 24th, 11.00 A.M.
Macao.....	Chungking.....	Tuesday, 24th, 1.15 P.M.
Singapore, Penang and Calcutta.....	Kuowin.....	Tuesday, 24th, 2.00 P.M.
Manila.....	Tekin.....	Tuesday, 24th, 3.00 P.M.
Shanghai.....	Tekin.....	Tuesday, 24th, 3.00 P.M.
Shanghai, Nagasaki and Vladivostok.....	Drydock.....	Tuesday, 24th, 3.00 P.M.
Shanghai.....	Kuowin.....	Tuesday, 24th, 3.00 P.M.

TO-MORROW.

Sale, Rare Old Peking Curries, Sales Rooms,
Mr. F. Kline, 237 p.m.
Regular Convention of Victoria Chapter,
Freemasons' Hall, 8.30 for 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	April 21st.
Telegraphic Transfer.....	2.05
Bank Bills, on demand.....	2.04
Bank Bills, at 30 days' sight.....	2.04
Bank Bills, at 60 days' sight.....	2.04
Credit, at 4 months' sight.....	2.04
Documentary Bills, at 60 days' sight.....	2.04
ON PARIS.....	
Bank Bills, on demand.....	2.58
Credit, at 4 months' sight.....	2.62
ON GERMANY.....	
Bank Bills, on demand.....	2.10
Credit, 60 days' sight.....	50
ON BRUSSELS.....	
Telegraphic Transfer.....	1.53
Bank, on demand.....	1.54
ON CALCUTTA.....	
Telegraphic Transfer.....	1.53
Bank, on demand.....	1.54
ON SHANGHAI.....	
Bank, at sight.....	7.12
Bank, at 30 days' sight.....	7.12
ON YOKOHAMA.....	
Bank, on demand.....	10.00
ON SINGAPORE.....	
Bank, on demand.....	1.44 p.m.
ON BATAVIA.....	
Bank, on demand.....	3 p.m.
ON HONGKONG.....	
Bank, on demand.....	2.10 p.m.
ON SINGAPORE.....	
Bank, on demand.....	2.10 p.m.
ON SINGAPORE.....	
Bank, on demand.....	2.10 p.m.
ON SINGAPORE.....	
Bank, on demand.....	2.10 p.m.

OPIUM.

Quotations are—	Allow no net. to 1 catty.
Malwa New.....	1950
Malwa Old.....	1950
Malwa V. Old.....	1950
Malwa V. Old.....	1950
Malwa V. Old.....	1950
Malwa V. Old.....	1950
Malwa V. Old.....	1950
Malwa V. Old.....	1950
Malwa V. Old.....	1950
Malwa V. Old.....	1950

SHIPPING REPORTS.

The Norwegian str. Heim reports: Variable
wind and no weather.
The British str. Hesperus reports: Dull, hazy
weather, light S.W. air and calm with some
heavy rain showers.

VESSELS IN DOCK.

ARRIVED DOCKS.—Tulsa. April 21st.
Kowloon Dock.—U.S.S. Barry, Hanoi,
U.S.S. Bainbridge, Brand, Kotohira Maru,
Atta, H.M.S. Whiting, Loongoo, Marie, Chip
Shing, Shawmut.
COMMERCIAL DOCK.—Telmachus.

STEAMERS PASSED THE CANAL.

March 13th.—Indian Monarch. 20th.—Anna,
Engineer, Adolph, Steiner. 27th.—Indramo,
Sithonia, Indramo, Manica. 30th.—Jason,
Benmore, Laos, Palawan, Prinz Heinrich,
6th.—Caledonia, Devotion, Nippon Gaikoku,
April 10th.—Andalusia, Nubia, Bismarck, St.
George. 17th.—Achilles, Benlomonde, Glauco,
Hylon, Ron, Verone, Schuyler, Nubia,
Aberdeen, Glenora, Ticonderoga, St. Ebert. 20th.
—Bayern, Fehavert, Rhipeus, Solaris, Kiev,
Aelia, Heliopolis, Ras Bara.
ARRIVALS AT HOME.
April 20th.—Consolidation, Benlarig, Oceanien.

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. P. R. Friedrich left Shanghai
on Saturday, the 21st inst., at 6 p.m., and may be
expected here on or about Tuesday, the 24th
inst., at daylight.
The I.G.M. str. P. R. Heinrich left Singapore
on Friday, the 20th inst., at 5 p.m., and may be
expected here on or about Tuesday, the 24th
inst., at 6 p.m.

THE CANADIAN MAIL.
The C.P.R. steamer Empress of Japan left
Vancouver on Monday, the 9th inst., for
Hongkong via the usual ports of call.

MERCHANT STEAMERS.
The H.A.L. str. Silesia, from Hamburg, left
Singapore for this port on the 17th inst., at
2 p.m., and may be expected here on or about
the 23rd inst., a.m.
The str. Lightening, from Calcutta, left Singa-
pore on the 18th inst., p.m., and may be expected
here on or about the 23rd inst.

The Indo-China str. Kamsang left Calcutta
for this port via the Straits on the 13th inst.,
and may be expected here on or about the 19th inst.
The J.-C. str. Llyn str. Tipinas left Kuei-
chow via Amoy and Swatow for this port on the
18th inst., and may be expected here on or about
the 24th inst.

The M.M. str. Lao, from Antwerp and ports,
left Colombo for Hongkong direct on the 18th
inst., and is due here on or about the 30th inst.
The C.P.R. str. Tatar left Vancouver at p.m.
on Friday, the 6th April, for Hongkong via the
usual ports of call.

The I.G.M. str. Wilhelm left Sydney on
Sunday, the 15th inst., at 10 a.m., and may be
expected here on or about Monday, 7th May.

PASSENGERS.

ARRIVED.
Per Hongkong, from Manila, Mr. and Mrs.
Bathe and two children, Mr. and Mrs. Bahler,
Mr. and Mrs. Van Hoes, Miss Kirtland, Messrs.
Vernon, W. C. Wickman, J. S. Warren, and L.
Kuei-chow, from Tientsin, Capt. H. Leo,
Ritzsch, Lieut. Scott,
Hawson, from Coast Ports, Mr. and Mrs.
Messrs. Bick, Baker, Rev. Father
Mathias Leo.

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong, April 21st.		
Alhambra.....	\$200	\$400.
Bank.....		
Hongkong & Shanghai.....	\$125	\$855, sales & buy London, 4.00.
National B. of China & Shares.....	25	\$40, buyers
Bell's Asbestos & E. A.....	125	61, 74.
China-Burnco Co., Ltd.....	\$12	\$64, sellers
China Light & P. Co.....	\$10	\$10, sales
China Provident.....	\$10	\$0, sales
Cotton Mills.....		
Ewo.....	\$15	\$75.
Hongkong.....	\$10	\$64, sellers
International.....	\$15	\$75.
Loan Kung Mow.....	\$100	\$15, 30.
Soychow.....	\$100	\$15, 30.
Dairy Farm.....	50	\$16, sales
Docks and Wharves.....		
Farquhar, B. & Co.....	\$150	\$120, buyers
H. & K. Wharf & G.....	\$50	\$104, sellers
H. & W. Dock.....	\$50	\$105, sellers
New Amoy Dock.....	\$17	\$17, buyers
Shai & L. Wharf.....	\$100	\$15, 22.
Farquhar & Co., Geo.....	\$25	\$21, buyers
G. Island Cement.....	\$10	\$24, sales
Hongkong & C. Gas.....	\$10	\$17, buyers
Hongkong Electric.....	\$10	\$17, sellers
Do. New.....	\$10	\$17, sellers
H. H. L. Transport.....	\$100	\$35, buyers
Hongkong Hotel Co.....	\$50	\$13.
Hongkong Ice Co.....	\$25	\$23, buyers
Hongkong Rope Co.....	\$50	\$14, sellers
H'kong S. Waterboat.....	\$10	\$10, sellers
Insurance.....		
China Fire.....	\$50	\$35, buyers
China Traders.....	\$25	\$30.
Hongkong Fire.....	\$50	\$310.
North China.....	\$25	\$10, 90.
Union.....	\$100	\$75.
Yangtze.....	\$50	\$150.
Land and Building.....		
Hongkong Land.....	\$100	\$116, buyers
Rumpley's Estate.....	\$10	\$114, sales & buy.
Kowloon Land & B.....	\$30	\$39.
Shanghai Land & B.....	\$15	\$118.
West Point Building.....	\$50	\$55, sales & buy.
Mining.....		
Charbonnages.....	\$25	\$250.
Rauhe.....	\$15	\$3.
Philippine Co.....	20	\$51.
Refineries.....		
China Sugar.....	\$100	\$175, sellers
Luzon Sugar.....	\$100	\$21.
Steamship Companies.....		
China and Manila.....	\$25	\$18, buyers
Donghai Steamship.....	\$50	\$41, buyers
H. Canton & M.....	\$15	\$25, sellers
Indo-China S.N. Co.....	210	\$93, buyers
Shall Transport Co.....	21	\$29, sellers
Star Ferry.....	\$10	\$32, buyers
Do. New.....	\$5	\$23, sellers
Shanghai & S. P. Post.....	\$25	\$20, sellers
Steam Laundry Co.....	\$5	\$9, sellers
Do.....	\$5	\$9, sellers
Stores & Dispensaries.....		
Campbell, M. & Co.....	\$10	\$32.
Powell & Co., Wm.....	\$10	\$101.
Watkins.....	\$10	\$5, sellers
Watson & Co., A. S.....	\$10	\$13, buyers
United Asbestos.....	\$4	\$9.
Do. Foundries.....	\$10	\$160.

VERNON & SMYTH, Brokers.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ & STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.
This vessel brings on Cargo—
From London, &c.
Italy.
Optional goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 25th inst., at 4 p.m.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 19th April, 1906.

NOTICE TO CONSIGNEES.

"DELHI,"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.
This vessel brings on Cargo—
From London, &c., ex s.s. India.
Per Persian Gulf, ex B. I. S. N. &
B. & P. S. N. Co.'s Steamers.
Optional goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 25th inst., at 4 p.m.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the goods have
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E. A. HEWETT,
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Hongkong, 19th April, 1906.

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Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
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B. & P. S. N. Co.'s Steamers.
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6 hours.
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will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
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E. A. HEWETT,
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Hongkong, 19th April, 1906.

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Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.
This vessel brings on Cargo—
From London, &c., ex s.s. India.
Per Persian Gulf, ex B. I. S. N. &
B. & P. S. N. Co.'s Steamers.
Optional goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 25th inst., at 4 p.m.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 19th April, 1906.

NOTICES TO CONSIGNEES.

S.S. "POLYNESIAN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.
Charente and Medoc, from Havre ex s.s.
Medoc, from Bordeaux ex s.s. Ville de Marseille,
in connection with above Steamer, are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables, are
being landed and stored at their risks into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before Noon To-day, requesting it to be landed
here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Monday, the 23rd April, at Noon, will
be subject to rent and landing charges.
All claims must be sent in to me on or before
25th April, or they will not be recognised.
All damaged packages will be examined on
Monday, the 23rd April, at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 18th April, 1906.

NOTICE TO CONSIGNEES.

STEAMSHIP "GULF OF VENICE,"
FROM SYDNEY AND MANILA.
The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery of
their Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.
No Fire Insurance will be effected by me in
any case whatever.
DODWELL & CO., LTD.,
Agents.
Hongkong, 18th April, 1906.

NOTICE TO CONSIGNEES.

STEAMSHIP "GULF OF VENICE,"
FROM SYDNEY AND MANILA.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery of
their Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.
No Fire Insurance will be effected by me in
any case whatever.
DODWELL & CO., LTD.,
Agents.
Hongkong, 18th April, 1906.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BERNALDER,"
FROM ANTWERP, LONDON AND
STRAITS.
Consignees of Cargo are hereby informed
that all Goods are being landed at their
risk into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence and/or
from the wharves delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 23rd inst. will be subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
30th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 23rd inst., at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 18th April, 1906.

NOTICE TO CONSIGNEES.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H.A.L. Steamship

"ARCADIA,"
Captain Hildebrandt, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before To-day.
Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and
stored at Consignee's risk and expense.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 25th inst., at 2 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 18th April, 1906.

NOTICE TO CONSIGNEES.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H.A.L. Steamship

"ARCADIA,"
Captain Hildebrandt, having arrived from the
above Ports, Consignees of Cargo are hereby
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alongside.
Optional Cargo will be forwarded unless
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Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and
stored at Consignee's risk and expense.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 25th inst., at 2 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 18th April, 1906.

NOTICE TO CONSIGNEES.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

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dous Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and
stored at Consignee's risk and expense.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 25th inst., at 2 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 18th April, 1906.

NOTICE TO CONSIGNEES.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H.A.L. Steamship

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Any Cargo impeding her discharge will be
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dous Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and
stored at Consignee's risk and expense.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 25th inst., at 2 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 18th April, 1906.

NOTICE TO CONSIGNEES.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

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alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before To-day.
Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and
stored at Consignee's risk and expense.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised. No Claims
will be admitted after the goods have left the
Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 19th April, 1906.

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERSJOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.
S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 3.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m.
(Sunday excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon, except what
otherwise notified by Express.
Notes.—During the Summer Months the time of leaving fluctuates to suit the tide at Macao.
See Special Summer Time-table.
Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday
8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., AND THE CHINA NAVIGATION CO., LD.

INDO-CHINA STEAM NAVIGATION CO.,